

THE FIREMAN'S JOURNAL

AND MILITARY GAZETTE

Devoted to the interests of the various Fire Departments and Military Organizations throughout the State.

CHARLES M. CHASE, Proprietor.

VOL. V.—NO. 23,

OUR TASK—TO ENLIGHTEN.

TERMS, One Year, \$5; Six Months, \$3.

SAN FRANCISCO: SATURDAY MORNING, SEPTEMBER 5, 1857.

WHOLE NO. 127.

PUBLISHED EVERY SATURDAY
BY CHARLES M. CHASE
NO. 72 MERCHANT STREET.
Below Montgomery.

TERMS, FIFTY CENTS PER MONTH.

FIREMAN'S JOURNAL AND MILITARY GAZETTE is published every Saturday morning, and sent to City Subscribers at Fifty Cents per month, payable to the carriers. It will also be mailed for six months for \$3.00 a year, payable invariably in advance.

All communications, connected with the editorial department, to be addressed to the editor, post-paid;—on business, to the Publishers.

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Corollina—A Persian Tale.

CHAPTER VII.

“If ever thou has fel
That you fel happy—oh! If ever half
That you fel true, if ever inverne
Or virtus chame—If yet the spe—
Of gestures sympathy remata, quer, spare the prisoner!

William Tell.

Everington was roused from the contemplation of the persons by whom he was surrounded, and of his own haggard appearance, by a person whose business it was to act the part of public accuser, and whc, kneeling before the prince, said—

“Most just and glorious prince, Abbas Mirza, the prisoner awaits your pleasure and your justice.

“He has had a taste of our justice already,” replied the prince, with a nod to the eadi, “let him bring it forward.”

Everington was then, by the guard, placed immediately in front of the divan, and with silence awaited the charge.

“Frank,” said the eadi, (among the Mahometan nations of the East all Europeans are called Franks,) fixing his eyes firmly upon Everington, and stroking his long beard with great complacency, “it is not the habit of the children of the sun to punish offenders without giving them a hearing;—we require you therefore, to answer such questions, as, by order of his highness the prince, will be proposed to you.”

Everington remained motionless.

“Are you acquainted with Corollina Hermans?”

“I am.”

“What was your motive in endeavoring to carry off, against her will and wishes?”

“It was to add to mine and her happiness.”

“You acknowledge that it was your intention to carry her away from the dominions of the prince, whom allah preserve! and marry her?”

“I acknowledge it.”

“It enough,” said the prince; “the presumptuous infidel stands convicted by his own confession.

Proceed to judgment.”

The eadi rose, and, after recapitulating the offence, and mingling his expressions of regret with praises of the clemency and mercy of the prince, proceeded to condemn him to the punishment of the boat.

“I little imagined,” said Everington firmly, and addressing himself to the prince, “that I should ever be under the necessity of submitting to a favor of you, but I must request that since I am to die, I may die like a soldier; there are things that a brave man dreads more than death.”

“The sentence is irrevocable; and may the curse of Allah light upon me, if it is not fulfilled to the utmost,” was the reply of the prince.

At this moment a struggle was heard at the lower part of the hall; and lifting his eyes Everington saw it was a crowd of persons, and, rushing to force her way through the crowd that filled the lower end of the hall. There is something, however, in the distress of a beautiful woman, that overcomes the most unfeeling and subdues the most obdurate; and the commands of the prince to carry her off were unheeded. In the stern gloom of the prince, and the dejected countenance of Everington, she read a glance of the fact of his condemnation; and regardless of forms, the lovely creature threw herself at the feet of the eadi, and implored, and plead for the life of Everington with an earnestness that suspended the hands of the executioners, which were already raised to seize their prey. Her hair was dishevelled and flowing around her snowy neck and bosom—the tears were trickling down her cheeks, as with impassioned eloquence she besought the prince for mercy. But the very loveliness she showed in her distress forbade forgiveness to Everington.

“Fair Corollina,” said the prince; “as he took her to raise her up, “ask any boon but the pardon of this rebel, and it shall be cheerfully granted you; but our royal word is passed, and he must die.”

“Then remember that Corollina dies with him,” said the heroic maiden, starting up and throwing herself into the arms of Everington, who involuntarily clasped her to his heart.

“May Eblis seize them!” cried the prince, with indignation, as he saw this proof of her faithfulness and love.

“Tear them asunder,” continued the prince, addressing the guards; “tear them apart, and away with them to punishment. We, ourselves, will see to this fair widow.”

Here was a pause of a moment in which no one moved; and fear of the prince seemed forgotten in admiration of the constancy and fortitude of the beautiful girl.

“Slaves!” exclaimed the prince, starting up to him with the intent of striking the hit of his cimeter, “I am to be thus disregarded? Am I to execute my own command?”

“Doubt of consequences to themselves overcame the feelings of compassion in the attendants; Corollina was torn from the arms of Everington; and while he was led away, surrounded by his guards, the faithful girl was carried senseless to her apartments.

The news that the presumptuous Frank, who had dared to interfere between the prince of Persia and the object of his love, was to receive a mortal punishment, was speedily spread throughout the city; and Everington found the streets, through which they were going to pass, filled with spectators anxious to catch a glimpse of the man destined to such a fate.

“When the excitement caused by his mock-trial and his interview with Corollina had passed away, he had leisure to reflect on the lingering and horrible death to which he was doomed.”

“The punishment of the boat was one which was reserved for those guilty of offences against the king; although it was allowed on extraordinary cases, or where by torture, government wished to extort confessions.”

The severity of the punishment added to the horror with which it was viewed by all classes in the Persian empire. During his long residence in Sichuan and Ispahan, Everington had never seen but one instance of that kind of punishment. Soon after his arrival at Ispahan, he was walking one afternoon on the banks of the Zendorhead, when his attention was arrested by a large concourse of people; and on coming up to them, Hanno informed him that they were assembled to witness the torture by the boat, of an individual, who but a few days before, had attempted to assassinate the sultan.

It was called the punishment of the boat, from the shape of the engine by which the torture was accomplished.

This resembled two small boats laid together, with holes cut at each end in one of which was placed his head and the other his feet. The miserable wretch condemned to the boat, was laid on his back and feet securely pinioned, laid on his back with his hands behind his neck and feet placed in the iron fetters made to hold them, and then the upper part, which at those places were nicely fitted, so as to prevent the least movement, was placed over the wretched wretch, and firmly fastened down.

All that could now be seen was the head and the feet; the former supported by the projection of the machine, the face uppermost and exposed to the burning rays of the scorching sun, and the confined and immovable situation producing the most intense agony. Into the lower part of the machine was poured water, mixed with honey and treacle, and other ingredients, to invite the wasps and ants, with which the country abounded, and which, mingled with the excretions of the body, soon became intolerably offensive, and swarming with insects, by which the poor wretch is absolutely devoured alive.

The most tormenting of insects, the oriental sand-fly, which deposits its eggs, if undisturbed, beneath the skin, and fills the flesh with worms, is collected in multitudes; and to increase the torment occasioned by these creatures, the body is exposed to the torment, and prodded all along the margin of some river. To this the groans of the victim are added, the groans of the sultan, and he felt that the torture was more dreadful, as when, as was frequently the case, the eye-lids were fastened open, and that most sensitive organ exposed to the direct rays of a mid-day sun without the protection of the eyelids.

A heavy fire took place at Chicago on the evening of Tuesday 28th July, which destroyed Karp & Co.'s, planing mill, on Second street, Morley's flour-mill, in Monroe, Mass., were destroyed by fire Loss \$10,000, mostly covered by Insurance.

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Atlantic Fire Items.

The rolling mills of the Cambria Iron Company, near Johnstown, Pa., were destroyed by fire on Saturday night, August 1st. Loss from \$60,000 to \$70,000, Insurance \$51,000.

On Saturday night August 1st, the Lyons woollen mills, in Monson, Mass., were destroyed by fire Loss \$10,000, mostly covered by Insurance.

The extensive stables, car-houses, and other buildings of the Brooklyn Railroad Company, situated on Thirty-sixth-street and Fourth avenue, near Greenwood Cemetery, were fired in three places, by incendiaries, on Saturday night August 1st, about 10⁴⁵ o'clock, and wholly consumed. There were 197 horses in the four stables, of which 112 were got out leaving 75 burnt and missing; the carcasses of 120 were recovered, and the ruins of the stable.

The extensive willow and woodenware establishments of Messrs. Cavender & Marston, at St. Louis, were destroyed by fire on Sunday night, July 12th. The amount of the loss is unknown. Insurance \$20,000.

The Douglass Brothers' saw mill at the Montreal Canal, was destroyed by fire on July 13th. Loss \$31,000.

The Mound Hose Company, of St. Louis, Mo., have also made a contract for an elegant hose carriage.

The Hose mill of F. B. Gardner, was destroyed by fire on July 13th. Loss \$40,000.

A grand fireman's procession took place at Chambersburg, Pa., on the 24th of July. There were present 300 men from Carlisle, where the firemen had gathered to witness the fire.

The hose company of the New York Fire Department has been on a visit to Philadelphia.

The Friendship Engine Company, of Harrisburg, had a new engine built for them in Philadelphia, which, though conducted with a view to utility more display, is still quite a tasteful piece of workmanship. The wood work is of a medium red color, striped with black and gold. The guards of the gallery are constructed of brass, in imitation of Chinese lattice work. The word “Friendship” is neatly engraved with a scroll on a plate of brass, occupies the top of each of the side panels of the gallery; the brake handles are tipped with brass; the hub bands are also of brass. It has been tried, throwing one side steam 179 feet, and two sides 119 feet each.

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The Hose Company No. 2, of Buffalo, had been on a visit to Philadelphia.

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The Hose Company No. 25, of New York, had been on a visit to Detroit, Michigan, and received every courtesy and attention from the firemen there.

The Guardian Engine Company No. 29, of New York, have decided to visit Providence and Boston.

The engine shop of Jessie Ludlam, was sold out at auction on the 23d July.

The Fireman's Journal

AND MILITARY GAZETTE.

MARCUS D. BORUCK, Editor

SAN FRANCISCO

SATURDAY MORNING, SEPT. 5, 1857.

NOTICE.

The interest of MARCUS D. BORUCK in the FIREMAN'S JOURNAL and Job Printing Establishment, ceased on the Fifteenth inst. The business will be continued by the undersigned.

The Editorial supervision will remain the same.

August 29, 1856. CHAS. M. CHASE.

Answers to Correspondents.

G. W. B. SONORA.—Your letter has been received. You are mistaken altogether in your calculations. Will write you a private letter on Monday.

B. M. SONORA.—That matter will be rectified. You are entirely blameless.

R. B. L. STOCKTON.—Received in good order. If the recipients do not have a good time, they ought to have the sack(s).

E. W. Stockton.—Constitution rec'd. received.—Send proof sheet next week.

Strong efforts are being made to have a convention in the Fire Department to nominate a candidate for Chief Engineer at the ensuing election. The dodge is, that the person getting the largest number of votes in the convention, shall be declared the nominee, and all who are represented in the convention, are bound to and must support him whenever he may be.

It is well known that the Convention system has but a short time since been found to be a very uncertain operation and that although men go into it pledged, they come out of it unpledged; and we sincerely trust it always may be so and that any man who will go into any convention seeking the nomination of Chief Engineer of the Fire Department, will be tripped up in his calculations.

The idea of a few wire workers getting togeher and putting forward a candidate for Chief Engineer to be voted for by the firemen *en masse* is supremely ridiculous. The next thing we shall see, will be notices in the papers of the day calling upon companies to send their delegates to a convention to nominate a candidate for Chief; that the convention will meet at such and such a place, and proxies not allowed. And after several hundred ballots for a candidate and after any number of compromises the cut and dried candidate presented for the free suffrages of his "fellow" firemen, Big posters will then be gotten out announcing the fact that the fearless and intrepid fireman "Bunkum" is the regular nominee for Chief, and then notices in the papers, that he will address his constituents at such times and places as the "junta" may dictate, always excepting those who know to be against him. Such would be the programme if the wire workers had their own way, but we intend to prevent them having their own way if we can.

As the conductor of this sheet, we have no candidates for Chief Engineer, and no party to host into power. Neither have we any axes of our own to grind; but we do intend if possible to keep the department from being used as a mere political machine, year from year to elevate men to power, who are determined that the Department, to sustain them, shall be turned into a regular political body. The time has come in this Department to elect a man for Chief Engineer upon his merits as a commander and an executive officer, and equal to all other considerations, his standing in the community at large. We don't want a man at the head of the Department on account of the extent of his muscle, or on the strength of his voice; and we very much mistake the members of the Department if they do not throw off the thraldom of the party at the coming election, and vote for a Chief of their own, and not those who are continually sugaring them up to use them, and then throw them off after their ends have been accomplished.

LAFAYETTE.—The arrangements for the celebration on Monday next will be completed to day. We understand that the route of the procession will be a very short one, which we think advisable, and also that the Grand Marshal, Mr. J. P. Haven, will start the procession at the hour mentioned in the programme.

Since our last, acceptances to unite in the procession have been received from the Associations of the Sons of the Emerald Isle, Independent Order of Odd Fellows, St. Francis Hook and Ladder Co. No. 1, Pacific Engine Co. No. 8, Columbian Engine Co No 11, from present indications there will probably be six hundred firemen in the line. The delivery of the oration and poem and the attendant ceremonies will take place on Market Square, opposite the Oriental Hotel.

It is to be hoped that the firemen who intend participating in the parade will be prompt to assemble on the ground at the hour designated by the Grand Marshal, so if there is any delay it will not be attributed to them. The whole affair will be one of the most splendid ever gotten up in the city, and we are glad to hear that there is a probability, that all the Independent Military Companies will participate.

PIONEER'S.—The Pioneer's Association will celebrate the admission of California on Wednesday next, by a procession, and an oration by Judge T. W. Fremon, and a poem by Edward Pollock, to be delivered at the American Theatre. The First Light Dragoons, Capt. Reed, California Guard, Capt. John's, Independent National Guard, (escort) Capt. Moore and Independent Fusiliers, will unite with the Pioneer's. St. Francis Hook and Ladder Co. No. 1, will parade with their apparatus, together with delegations from many of the other companies in the department.

RECEIVED.—Pennsylvania Fire Co. No. 12, have shipped from Boston. Her box is to be a Hunneman, with Gilbert's or as they are better known Howard & Smith's works. She will be landed here \$6000. She is being built under the care of Caleb Clapp, the Foreman of the company. It is said she will be one of the very best pieces of apparatus in the country. She would have been shipped more than a month since, had it not been that the boiler in the machine shop where she was being built exploded, thereby greatly retarding those engaged upon her.

GOON.—L. E. Ritter Esq., has contributed \$100 towards repairing the cistern at the corner of Montgomery and Bush streets. The whole expense will amount to about \$600, and we should think after the liberality of Mr. R. the other property holders in the neighborhood would contribute to make up the necessary amount.

SECRETARIES.—Are informed that this is the last day, upon which members can legally be admitted into the Fire Department, in order to vote at the next election for Chief and Assistant Engineers. The Secretary Mr. Ezekiel will remain in his office until three o'clock this afternoon to attend to all who call upon him.

PENNSYLVANIA 12.—The new engine for this company has been shipped from Boston. Her box is to be a Hunneman, with Gilbert's or as they are better known Howard & Smith's works. She will be landed here \$6000. She is being built under the care of Caleb Clapp, the Foreman of the company. It is said she will be one of the very best pieces of apparatus in the country. She would have been shipped more than a month since, had it not been that the boiler in the machine shop where she was being built exploded, thereby greatly retarding those engaged upon her.

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TOO LATE.—We publish this week the letter of our esteemed friend J. Lingolay Esq., ex-Chief Suterville Fire Department. From some unaccountable reason it was not received until Monday evening too late for last week's issue. Better luck next time.

MANHATTAN 2.—The engine of this company is the hands of Messrs. Worth & Fields, under going repairs. She will be ready for service in a day or two.

Fires and Alarms.

SACRAMENTO, 3 A. M., Alarm caused by drunken men firing, which was only in their throats. Portion of the department out.

SACRAMENTO, 4, 6 P. M.—Hall Bell alarm. Fourth District. Caused by smoke issuing from one of the rooms of Rev. Dr. Brieley's new church on Washington street near Stockton. We were standing in front of the church at the time the alarm was given, and one of the men, came running out, to procure water from the hoghead in front of the church, which had been used to hold water for building purposes. The affrighted individual informed us, the whole church was endangered from fire, and seeing the smoke we imparted our information to the Hall Bell Ringers who with great promptitude gave the alarm. Monumental 6, was first upon the ground, and speedily got to work, but put no water in the building, as the smoke only proceeded from the kindling of a fire in a stove to dry the plastering. But a portion of the department was on the ground, and the men, came running out, to procure water from the hoghead in front of the church, which had been used to hold water for building purposes. 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The Fireman's Journal.

AGENTS.

W. B. H. Dodson	Stockton
Randall & Co.	San Fran.
J. W. Sanborn	Boston
Placerille	Oreville
Brent	Brent
Brentleville	Brent
Yreka	Yreka
Nevada	Nevada
Santa Clara	Santa Clara
San Jose	San Jose

Subscriptions

TO THE FIRE DEPARTMENT CEMETERY FUND—up to the present date, at the office of H. A. Cobb, Chairman Cemetery Committee:	
F. E. R. Whitney, Chief Engineer	\$50.00
Marcus D. Bourne, ex-Secty F. D.	10.00
Jas. E. Nuttall, ex-Chief Engineer	20.00
T. J. L. Shute, Pres't Brannan Ass'n	25.00
H. A. Cobb, Treasurer Fire Dept.	20.00
E. P. Buckley, member of No. 11	5.00
John S. Smith, member of No. 6	10.00
John S. Smith, member of No. 6	14.00
W. O. Smith, 1st Asst Eng. F. D.	10.00
H. P. Jones	10.00
John A. Harrison	5.00
C. M. Chase, member of No. 6	10.00
Fred'l Kohler, ex-Chief Engineer F. D.	10.00
D. H. Hanahan, Sec'y Manhatten 2.	10.00
W. Hart, member Sansome & L. 3.	10.00
G. H. Morris, foreman of department 6.	25.00
Franklin L. Jones, ex-President F. D.	10.00
Sunday members Lafayette H. & L. 3.	31.50
Benefit at the Minstrel	52.00
Benefit at the Circus	32.50
Benefit at the American Theatre, (about) 125.00	
Isaiah W. Lee	10.00
St. Francis Hook and Ladder Company	50.00
Total	\$570.00

To the Members of the San Francisco Fire Department.

We, the undersigned, a special Monumental and Cemetery Committee appointed by the Board of Delegates of this Fire Department, inform you that a book of subscription is now opened at the office of H. A. COBB, Nos. 100 and 101 Montgomery street, for the purpose of receiving donations to aid in fencing the FIREMAN'S CEMETERY and erecting a permanent monument to our deceased brothers, who perished in discharging their duties as firemen.

H. A. COBB, Chairman,
E. M. CHAPIN,
F. P. BUCKLEY.

Fire Department.

SPECIAL NOTICE.—The Secretaries of the various Engine and Hook and Ladder Companies comprising the Fire Department of this City, are hereby notified that their annual or voting rolls must be returned to the undersigned on or before the 5th day of September, 1857, in accordance with Article 11th, Section 9th, of the Laws governing the Fire Department.

Blank returns can be prepared from

JACOB EZEKIEL,
Secretary Fire Department.

Unsafe Buildings.

St. Mary's Hospital, Stockton street, East side, between Broadway and Vallejo streets.

Jefferson Hotel, Commercial street, opposite Union Theatre.

Nos. 210 and 212 Kearny street, East side, between Jackson and Pacific.

Buildings rear of 208 Stockton street, East side, opposite Virginia Block.

Brick building on Ohio street, West side, between Broadway and Pacific.

California Hotel, corner Dupont and Commercial streets.

Brick building No. 184 Washington street.

Brick building No. 176 Washington street.

Fire Matters in Baltimore.

BALTIMORE, July 22d, 1857.

The quarterly meeting of the Fire Department was held on Monday evening last at the usual place, cock-loft of City Hall, when the members failed to call a special meeting intervening between the regular dates, but very little business was transacted. A committee, consisting of one from each company, was appointed to confer with a committee from the City Council, relative to the condition of the different companies, and to devise suitable measures for their better regulation hereafter, financially and otherwise.

A difficulty that has existed between several companies recently, on the occasion of parades, &c., as that proper posting in line, was settled by the members of each company and adopted, naming each company as they enter the Fire Department. They cannot be surprised, if indeed they can be equalled in this.

REVOLUTIONARY RELIC.—MANTUA HOOK AND LADDER COMPANY.—The Philadelphia *Sunday Mercury* says: A relic of our struggle for independence has turned up in West Philadelphia, in the shape of a Fire Engine, built in 1776, the wood work of which is all fine mahogany. This veteran fire engine has been purchased of the owner, Mr. Blodin, (we did not learn the name) by that active and excellent organization, the Mantua Hook and Ladder Company.

At a late trial this engine played over one hundred feet, though much out of order at the time, not having been in use at all for over six years. This is indeed a valuable acquisition to the Mantua, who propose having it put in complete order and into service.

It seems to us that this engine should be measured as a sacred memento of the times that tried men's souls. Of one thing we are confident, and that is, that it will be in better hands than those of friends of the Mantua.

The engine will probably figure in the grand parade in October, and we would suggest the propriety of bringing her out devoid of all decorations, flowers and garlands cannot add to, but would rather detract from its attractiveness. It has a claim and beauties enough of its own, even though to the physical eye it were ugly as a slop wagon. Let its only ornaments be the associations of '76.

The following gentlemen have been chosen by the company to take charge of the engine:

Joseph Erickson, Chief Engineer, A. L. Gleben and V. Little, Assistants.

H. N. BOWERMAN.

Fowarding Merchant.

S. E. CORNER OF EXCHANGE PLACE AND

SOUTH ST.

BALTIMORE, MD.,

Goods marked to the address receive prompt delivery and shipment.

Goods forwarded to all parts of the world with care, promptness, despatch, and at low rates as by any other carrier.

Merchants and others in Califormia would do well to write to us, as they may depend upon having their goods forwarded with care and despatch.

SPECIAL AGENTS.—B. H. BOWERMAN, 4th & Oliver street, San Francisco.

REFER TO

H. D. MORRIS, Esq., Agent—Boston Lly. Steamers, A. C. Hall, Boston, New York.

J. B. ANDREWS, 11th & Oliver street, Richmond Linen.

J. T. ENGLISH, 11th & Oliver street, Baltimore & Ohio R. R.

W. B. CLARK, 24th & Oliver street, Boston.

W. M. WILLIAMS & Co., 100 Front street, New York.

135-145.

WELLS, FARGO & CO'S NEW YORK AND CALIFORNIA EXPRESS AND EXCHANGE COMPANY.

Capital \$500,000.

D. N. BARNEY, President.

T. M. JAMES, Treasurer.

Draw Bills of Exchange.

In sums to suit.

ON ALL THE CITIES OF THE UNITED STATES AND CANADA.

Pay the highest price

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GOLD DUST AND GOLD BARS.

Purchase Exchange and Certificates of Deposit, at current rates.

ADVANCE ON GOLD DUST CONSIGNMENT FOR ASSAY.

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EXPRESS

FORWARDERS AND COMMISSION AGENTS.

SHIP TREASURE AT THE LOWEST RATES AND.

INSURE UNDER OUR OWN OPEN POLICIES, Held with the best English Companies, viz.

INSURTY MUTUAL MARINE, INSURTY MARINE, INSURTY LIFE INSURANCE, and LONDON INSURANCE.

FORWARD FREIGHT AND PARCELS

To all parts of the UNITED STATES and CANADA, and through the "AMERICAN AND EUROPEAN EXPRESS AND EXCHANGE COMPANY," to all parts of EUROPE. Execute commissions, make arrangements and purchases, and attend promptly to all matters pertaining to the express business.

FORWARD DRAFTS AND EXPRESSES

In all parts of the United States and California, to all the Towns and Mining Camps in California, SEMI-MONTHLY to Oregon and Interna-tional points, in the Northern Coast, and San Diego and intermediate points on the Southern Coast; and by every vessel for the Sand-wich Islands.

Office—Corner California and Montgomery streets.

LOUIS MCLANE, Jr., General Agent for California.

G. W. BELL, Superintendent.

J. M. VANSYCKLE, Agent.

Wines and Liquors

The undersigned call attention to the stock of Choice and Extra Fine

WINES AND LIQUORS.

To be found at the Wholesale Department of their establishments, Nos. 116 and 117 Montgomery st., San Francisco. They cannot be surpassed, if indeed they can be equalled in this.

Old Wines, very superior; Sherrries, Hock, Goursons, Madeira, Woodhouse, Southside; Port, in Wine and Glass; Sauterne, Burton and Gurnet; Apple Jack, Peach Brandy, Claret, Suthe, Curacao, Maraschino, Congress Water.

Brandy, 1/2 inch, 1/2 inch cylinders. It is an experiment of the builders, the issue of which will add to their widely circulated fame. The box and gallery of wood, highly polished, and adorned with four magnificent paintings the wheels and levers are polished Hickory. The clamps, hub-bands, and running gear are of polished metal. The engine, weighing 4,000 pounds, rests upon full elliptic springs, and is very solidly built. The engine was run Saturday afternoon, in the presence of a large concourse of firemen, who anxious to know the result of the experiment, had assembled to witness it. The various "dailies" give contradictory statements of her abilities, but the following will be found a correct report. The brakes were well manned, and through a

1/2 inch nozzle, she played...200 feet

1" " " 180 "

1 1/2 " " 168 " " 6 in.

She has easily exceeded the highest expectations of the builders, and the company whom it is for, and while the former has won the name of "Lyon," the latter holds the "feather" in their caps, from whom it will be difficult to win. The "Moy" boys, elated with their new machine, are endeavoring to take her to Elmira, to contend for the \$1000 prize. I hope they will succeed.

If possible, I will send next week a description of 20 Engine's new and handsome house.

A dispute between 6 and 17 Engines companies, last between 6 and 17 Engines companies. The former was by returning from an alarm, and were followed by the latter, notwithstanding it was several blocks out of their way. On reaching 6's house, a brick was thrown (it is impossible to say from whence), which was the signal for an attack on both sides. The riot raged for about twenty minutes, during which bricks flew like hail, and pistols were fired constantly. A young man with 6 engines, received a bullet in his heart, but was removed to the infirmary. It is thought he will recover.

Particular attention paid to Renovating Pearian and Glass, Change Island.

COLLINS & CO.

THE CELEBRATED HATTERS,

Take pleasure in informing those old customers and the people of California of the Removal from the Burnt district, 15th Commercial to 11th Washington street, nearly opposite the former.

AMERICAN HOSE-CARRIAGES, MANUFACTURERS AND IMPORTERS OF CARRIAGES, WAGONS, HORSE-CARRIAGES, &c.

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